

KING EDWARD VII.
CHOICE LIQUEUR
SCOTCH WHISKY
Per Dozen ... \$20.00
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

MARTELL'S
BRANDIES
ARE KNOWN ALL OVER
THE WORLD.
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.

No. 13,835 號五十五百捌千壹萬第 日九月十月年十二緒光 HONGKONG, WEDNESDAY, JULY 23RD, 1902 港拜禮 號五十五百捌千壹萬第 號五十五百捌千壹萬第 號五十五百捌千壹萬第 PRICE, \$24 PER MONTH

SANDEMAN'S AUSTRALIAN CLARETS AND HOCKS

SOLE AGENTS—
A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.
[a1545]

JOHN WALKER & SONS' KILMARNOCK WHISKY.

This World-renowned
FINE OLD MICHLEAS WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents,
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a1547]

CUTLER, PALMER
& CO.'S

Price \$11.25 PER DOZEN

Net

SPECIAL BLEND WHISKY

Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to—
SIEMSEN & CO., Hongkong. [a1548]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 6.30 p.m. Every 15 minutes.

6.30 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 7.30 p.m. Every 15 minutes.

7.30 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 8.30 p.m. Every 15 minutes.

8.30 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 9.30 p.m. Every 15 minutes.

9.30 p.m. to 10.00 p.m. Every 15 minutes.

10.00 p.m. to 10.30 p.m. Every 15 minutes.

10.30 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 11.30 p.m. Every 15 minutes.

11.30 p.m. to 12.00 a.m. Every 15 minutes.

12.00 a.m. to 12.30 a.m. Every 15 minutes.

12.30 a.m. to 1.00 a.m. Every 15 minutes.

1.00 a.m. to 1.30 a.m. Every 15 minutes.

1.30 a.m. to 2.00 a.m. Every 15 minutes.

2.00 a.m. to 2.30 a.m. Every 15 minutes.

2.30 a.m. to 3.00 a.m. Every 15 minutes.

3.00 a.m. to 3.30 a.m. Every 15 minutes.

3.30 a.m. to 4.00 a.m. Every 15 minutes.

4.00 a.m. to 4.30 a.m. Every 15 minutes.

4.30 a.m. to 5.00 a.m. Every 15 minutes.

5.00 a.m. to 5.30 a.m. Every 15 minutes.

5.30 a.m. to 6.00 a.m. Every 15 minutes.

6.00 a.m. to 6.30 a.m. Every 15 minutes.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$23.75 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$18.75 per doz.

Less old than the above.

IMPERIAL BRAND
\$12 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MALL,"

\$21 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.25 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a1545]

C. P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.

This fine Wine is old, soft, and of grand favour.

See analysis and certificate by Professor Cassini.

DOURO PORT,
\$15 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,
\$21 PER DOZ.

LA TOBRE SHERRY,
\$17.50 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—
D.O.M.,
\$41.75 PER DOZ.

AGENTS—SIEMSEN & CO., HONGKONG. [a1545]

LANE, CRAWFORD & CO.

NEW GOODS.

BATHING DRESSES AND DRAWERS,
A.S.A. SWIMMING COSTUMES,
BATH ROBES,
BATH BLANKETS,
BATH TOWELS,
THIN TROPICAL BLANKETS,
&c., &c., &c.

LANE, CRAWFORD & CO. [a1546]

JUST RECEIVED A NEW CONSIGNMENT OF

SPARKLING CHAMPAGNE CIDER

PER CASE OF 1 DOZEN QUARTS—\$7.50

DELICIOUS DRINK FOR THE HOT WEATHER.

Apply to—

G. GIRAULT.

W. S. BAILEY & CO.

ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS,
BRASS AND IRON FOUNDERS.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST STEAM LAUNCHES.

PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF
EVERY DESCRIPTION.

OFFICES & SALES-ROOMS, ENGINE & SHIPBUILDING WORKS,
80 & 82, DES VUEX ROAD CENTRAL, KOWLOON BAY.

W. S. BAILEY, M.I.M.E. F. O. MURPHY, W.B. SC., A.I.M.E.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS AND TENDERS.

CONSULTING AND SUPERINTENDING ENGINEERS AND SURVEYORS.

[a1549]

W. BREWER & CO.

23 & 25, QUEEN'S ROAD.

EX ENGLISH MAIL

When Love Flies Out the Window, by

Merrick ... \$1.75

Infantry Training 1902 ... 0.80

Dist. in Relation to Age and Activity, by

Dr. Thompson ... 1.90

Shelley's Poems; Very Choice Leather

Binding ... 2.75

Captain London, by Savage ... 0.40

Ahaia, by Edg ... 1.75

The Battle Ground, by Ellen Glasgow ... 1.75

GRAPHIC LIFE OF KING EDWARD VII

80 Cents.

NEW STOCK AMERICAN-MADE

GENTLEMEN'S SHOES.

EGYPTIAN CIGARETTES

INDIAN CIGARS.

[a1548]

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

KELLY & WALSH, LD.

NEW BOOKS BY ENGLISH MAIL

NEW INFANTRY DRILL 1902 ... \$0.80

PIPES AND TUBES: CONSTRUCTION,
RULES, FORMULAE AND TABLES,
by F. R. Bjorling; 191 Illustrations

2.75

SPANISH LIFE IN TOWN AND COUNTRY,
by L. HUGHES; 27 Illustrations

3.00

ILLUSTRATED LONDON NEWS
CORONATION NUMBER ... 4.20

FACTS AND COMMENTS, by Herbert
Spender ... 4.25

THE WEE OF EMPIRE: A DIARY OF
THE IMPERIAL TOUR, by Sir Donald
MacKenzie Wallace ... 16.50

TWENTY-FOUR GEMS OF WESTMINSTER
ABBEY ... 2.10

THE BRITISH NAVY: A SOUVENIR OF
THE CORONATION ... 0.90

THE DIARY OF A GOOD-GIRL, by Mrs.
Wiggins; 60 Illustrations ... 2.75

THE MASTERS OF THE PACIFIC, by A.
R. Colquhoun; 9 Maps and 123
Illustrations ... 15.00

ROYAL ACADEMY PICTURES; Complete
Volume ... 5.25

GARDENING FOR BEGINNERS ... 10.00

STRAND MAGAZINE; VOL. JAN. TO JUNE ... 4.50

SANDWICH'S OWN COMBINED
DEVELOPERS.

NEW BOOKS AND NEW EDITIONS.

CONFIDENTIAL TALKS WITH YOUNG
MEN, by L. B. Sperry, M.D. ... \$2.75

CONFIDENTIAL TALKS WITH YOUNG
WOMEN, by L. B. Sperry, M.D. ... 2.75

CONFIDENTIAL TALKS WITH HUSBAND
AND WIFE, by L. B. Sperry, M.D. ... 2.75

CHINA AND THE POWERS: A NARRATIVE
OF THE OUTBREAK OF 1900, by H.
C. THOMSON ... 7.50

THE REAL SPERRY, by J. F. FRANK ... 4.00

BETWEEN OURSELVES: SOME OF THE
LITTLE PROBLEMS OF LIFE, by
Max O'Rell ... 2.75

THE SPANISH PEOPLE: THEIR ORIGIN,
GROWTH AND INFLUENCE, by M.
A. S. HUMPHREY ... 4.25

THE FRENCH PEOPLE, by A. HASSALL, M.A. ... 4.25

TROPICAL DISEASES, by Dr. MARSON ... 7.50

THE CAVALIER, by G. W. CABLE ... 1.75

THE MASTER OF BERSCHWOOD, by
Adolf SERPENT ... 1.75

MR. STRANGETH CASE, by Guy Boothby ... 1.75

THE VALLEY OF DECISION, by E.
WARTON ... 1.75

AUDREY, by Mary Johnston ... 1.75

THE ROMANCE OF AN EASTERN PRINCE ... 1.75

COTTAM & CO.

JUST RECEIVED.

STRAW HATS (ALL SIZES).

SNOW'S CELEBRATED AMERICAN BOOTS AND SHOES.

FOR SUMMER WEAR.

[a1547]

THE SUN IS SHINING

AND

SALES ARE IN FULL SWING

FRUIT SYRUPS.

LIME FRUIT JUICE. LIME FRUIT CORDIAL.

FRUIT TABLETS.

PERFUMERY. DISINFECTANTS.

SPONGES.

PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.

WATKINS, LIMITED. [a1548]

P H O T O . PLATES, PAPERS

G R A P H I C AND CHEMICALS

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG. [a1549]

UNITED ASBESTOS ORIENTAL

AGENCY (LIMITED)

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.

"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the

best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on

Pistons and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR

METALLIC" BOILER JOINTS are supplied to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-

sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and

FURNACE PAINT. "SALAMANDER" Lubricating and Cylinder Oil of the Best Quality.

"CAURICEDALE METAL" (Anti-friction Plastic Metal), recognized by engineering experts

to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent ... THOMAS SKINNER.

Superintendent ... ARCHIBALD BRETHER.

DODWELL & CO., LIMITED, General Managers.

[a1549]

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

ALE, BEER AND STOUT IMPORTERS.

AGENTS FOR—

THE AQUARIUS COMPANY'S

TABLE WATERS.

[a1546]

RUINART PERE & FILS, REIMS

ESTABLISHED 1719.

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAURE WEGENER & CO.

Sole Agents.

Hongkong, 17th May, 1902. [a1419]

PURE FRESH WATER

THE HONGKONG STEAM WATER

BOAT CO., LD., is prepared to supply

ANY QUANTITY of PURE FRESH

WATER to the Shipping, both for Deck and

Cabin Use.

Call Flag W

J. W. KEW

Manager.

20, Des Vaux Road.

Hongkong, 18th June, 1902. [a1546]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by

Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SHERRY.

	Per Doz.	Per Bot.
B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule.....	\$10.80	\$0.90
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule.....	12.00	1.00
C.C. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule.....	14.40	1.20
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule 16.20	16.20	1.35
E. EXTRA SUPERIOR OLD PALE DRY, Very Fine Quality (old bottled), Black Seal Capsule.....	24.00	2.00

B, C, & CC are excellent Dinner Wines
D and E are After-Dinner Wines of
VERY FINE VINTAGE.

ALL ARE SUPERIOR XERES WINES.

The following Wines, bottled in Europe, have
been specially selected, and procured
from the celebrated firm of Messrs.
GEO. G. SANDEMAN, SONS & CO.,
of London, Oporto and Xeres:—

	Per Doz.	Per Bot.
LIGHT DRY	\$15.00	\$1.25
SOLERA	21.00	1.75
VERY PALE DRY	21.00	1.75
FULL GOLDEN	24.00	2.00
PALE DRY NUTTY	27.00	2.25
FINE OLD BROWN	36.00	3.00

MADEIRA.

	Per Doz.	Per Bot.
GOOD	\$15.00	\$1.25
FINE	24.00	2.00

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No communications signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press. Codes: A.B.C. 16th Ed.
P.O. Box, 35. Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DES VERRA ROAD CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 23rd July, 1902.

ALTHOUGH it is a well known fact that the
queue was first introduced into China by
the Manchu Emperors as a badge of sub-
mission to the dynasty, it is not so well
known that the Imperial Government still
cling to it as such. It seems, however,
that this is the fact. The *Shantung Shih-pao*,
a vernacular paper published in that
connection. According to this author-
ity, His Excellency WU TING-FANG (better
known in Hongkong as No. 609), now
Chinese Representative at Washington, in
a recent despatch to the Board of Foreign
Affairs at Peking, stated that some of the
Chinese students in the United States had
begun cutting off their queues and assum-
ing foreign clothes in lieu of the flowing
garb of the Celestial Empire, as a matter
of convenience while residing in the great
Republic. In reply the Foreign Office at
Peking intimated that though Chinese
students abroad might, on the ground of
expediency, temporarily adopt foreign
costumes, the cutting of their queues could
not be permitted. The queue was the
badge of their nationality, and its abolition
is an infringement of the laws of the
Manchu dynasty; it must therefore be
retained. His Excellency WU TING-FANG
was accordingly instructed to give due
warning to this effect to the delinquent
students. As the result, the students have
been ordered to resume the wearing of the
queue, on pain of being sent back to China
to be punished for refractory behaviour.
This is a clear indication that the Manchu
Government of China still regard the queue
as the badge of their supremacy, and that
they do not intend, whatever other reforms
may be instituted, to allow this symbol of

Chinese subjection to be set aside, even for
a temporary cause. Naturally the Chinese
papers are indignant at such a peremptory
order, as they recognise in it the old spirit
of domination which at the accession of the
Ta-ting dynasty to power made them so
unpopular. This feeling had of late years
gradually diminished, and a feeling of toler-
ance, if not quite of loyalty, to the Throne,
although occupied by a Manchu, had grown
up. This arbitrary order to uphold an
ancient edict, which practically imposed a
yoke on a conquered people, cannot fail to
arouse resentment among the Chinese, even
if it finds no very decided expression from
the mass of the population. Some of the
native papers have animadverted upon it as
a tyrannical decree, and regard it as a proof
that the Imperial Government are really
out of sympathy with all reform, and that
the recently expressed opinions of the
Empress Dowager and some of the Ministers
in favour of certain measures of reform are
hollow and insincere. It is to be feared
that there is only too much ground for such
a belief. The Ethiopian cannot change his
skin, the leopard his spots, or the Chinese
unmindful his hatred of change. Any
reforms ever introduced into the Central
Kingdom will have to come from the out-
side; the few real reformers there are in
China are neither sufficiently powerful nor
sufficiently persistent to move the vast mass
of official inertia or set in motion any pro-
gressive measures. Whether the influence
of those Chinese who have travelled and
who recognise the superior merits of most
of the Western institutions and customs
will ever suffice in any appreciable degree to
leave the public opinion—as such exists
in China—or dissipate the clouds of igno-
rance and prejudice which still obscure the
vision of the Celestial, time alone can decide.
But the weight of evidence certainly seems
to indicate that whatever the Chinaman of
one generation learns or acquires is lost or
frictioned away by the next. Reforms are
past hoping for while the Chinese bow their
neck to the Manchu yoke; but, if they may not
unreasonably be asked, would they prove
much more teachable if placed in other
leading strings?

The English mail of the 21st ult. was
delivered in London on the 21st inst.

There were seven cases of plague, five of
them fatal, reported as having occurred during
the 24 hours ended at noon yesterday.

The Dove Rock whistling buoy at Swatow
broke adrift from its moorings during the gale
of the 19th inst., but will be replaced as soon as
practicable.

From the Hongkong Observatory it was
reported yesterday that at 11.30 a.m. the
barometer had fallen considerably on the China
coast, and slightly over the Philippines. A
depression had passed from the mainland of
China into the Yellow Sea, moving east towards
West Japan.

H.E. Sir William Gaseigne will unveil a
monument in the Military Reserve Church
of England Cemetery at Happy Valley, at
6 p.m., to-morrow. There will be a short
service, after which H.E. will address the
present, explaining the origin of the monument
and monument.

We are asked to draw attention to the sale by
Messrs. Hughes & Hough to-day at 11 a.m.
of the furniture of Mr. A. C. S. Manton, Derrington,
Peak Road. A choice selection of real
Peking brass and bronze wares, silks, etc., will
be offered for sale. There will be a short in-
terval during the auction for refreshments.

Mr. Geo. P. Lammert yesterday sold by
auction two lots of land property. Inland Lot
No. 204, upon which until recently there stood
Nos. 139, 141 and 143, Hollywood Road and
Nos. 2, 4 and 6, Upper Lascar Row (the second
group having been destroyed by fire and not
yet rebuilt) was sold for \$3,400; and Inland
Lot No. 1,399, on which is situated No. 28
Wellington Street, was sold for \$14,000.

According to the *Kobe Chronicle*, it is
reported that the builders of the *Toyo Kisen*
Kaisha steamer *America* have agreed to
pay the damage done by a fire which occurred
on her way from Yokohama to San
Francisco and had to put back to Yokohama,
where fire was discovered to have originated in
line shipped during a shower of rain. It
spread more quickly than ought to have been
the case owing to the defective construction of
the vessel. The *Toyo Kisen Kaisha* is believed
to have ordered a twelve thousand ton steamer
from England.

A correspondent writing about the Coronation
Colonial Contingents stationed at Alexandra
Palace tells the following story:—A somewhat
officious old gentleman—for all I know he may
have been the Chairman of the local Urban
Council—got hold of three stalwart Nigerians,
and began to ply them with questions. What
did they think of England? What struck them
most? Were they quite comfortable? Had they
any complaints to make? and so on. The first
man listened attentively, but answered never a
word. The second also gave an intelligent
attention; and then replied: "I no speak
English." Nothing daunted, the old gentleman
put the third man through his catechism. Then
the Nigerian up and spoke: "Go away, you
damfool!"

"Vegetarian" omitted to enclose his card,
consequently his letter cannot be inserted.

Mr. J. Scott, the British Consul-General at
Canton, has just recovered from an attack of
dangus fever.

The British barque *President*, of 821 tons
gross and 766 registered tons, has been sold to
a Chinese merchant for the sum of \$1750 at
Singapore.

We beg to acknowledge receipt of the Report
of the Philippine Weather Bureau for 1901-
1902. It deals exhaustively with the work done
during the year.

The Manila Times says there is no investment
in the archipelago that would pay larger or
quicker returns than an electric car line, and it
would be gratefully received.

The cholera epidemic in Manila took a slight
jump upwards on the 15th inst., according to
latest report the number of new cases in the
city being 34 with 29 deaths. The total num-
ber of deaths from cholera in the provinces now
exceeds 10,000.

In reporting an accident which happened to
a Chinese warehouse worker upon whose head a
pile of cases of whisky fell, the *Manila Times*
suggests that the whisky must have been of good
quality, for, aside from a slight scalp wound, the
Chinaman's head was all right.

A London telegram to the *Oriskany* *Manich*
says that the Admiralty Committee appointed
to investigate the merits of the Belleville boiler
has presented its report. The report is un-
favourable to the water tube boiler and a
preference is expressed for the cylindrical type
for general service.

Referring to the Hongkong Contingent
Contingent, the *Winnipeg Telegram* says that
the Volunteers had learned to distinguish be-
tween the different brands of Canadian whisky.
Preferences were, of course, divided, but it
was noticed that they would rather have good
Canadian liquor than any brand of "Scotch."

The definite announcement as to the date of
the Coronation has been received with lively
satisfaction in London and tokens of the com-
ing event are again in evidence. Carpenters
and decorators are busy and the scale of decora-
tions will be as generous as before, although
the ceremony will be shorn of some of the story
which would have attached to it had it not been
interrupted by the King's illness.

According to a home paper, the "new wo-
man" movement in Japan is developing with
a rapidity that is almost startling. At its head
is Madame Katayama, the wife of an ex-Min-
ister, and there are now four principal societies
for the advancement of women. Women ac-
countants and clerks are being more largely
employed, and many women prefer to remain
single. No doubt it is but the latest illus-
tration of the astonishing rapidity with which
Japan is assimilating Western ideas, for the
Japanese woman has hitherto been celebrated
as the meekest and gentlest on earth.

Three Chinamen have just made their historic
debut in Glasgow, says a writer in the *Glasgow*
Evening News. The managers of the spectacle,
"The Siege of Peking," at the Barracks Car-
nival tried in vain to engage some real live
specimens of the Celestial before the show opened,
but were unsuccessful. The other evening,
however, three almost-eyed ones happened to
wander out Gallowgate way. The posters
attracted their attention, and they were offered
the hospitality of the grounds. They were coy
and suspicious, however, and went away. But
they returned, and were prevailed on to sit out
the performance. They were exceedingly inter-
ested—and critical, and explained several points
of "to beque" in fair English. Ultimately
they arranged to appear themselves among the
hundred odd "made-up" Celestials engaged in
the show, and they are doing it with success.
I may mention that individuals who view foreign
lodgers with aversion will be interested to learn
that the three Chinamen voluntarily undertook
the spring cleaning in their digs, and their
laundrywork on the curtains is voted a
great success. They are not Borex.

H.M.S. *Bromble* found no trouble to speak
of in negotiating the river in her voyage up to
Tientsin, says the *P. & T. Times*, and moreover
performed the feat without a pilot. The only
real stoppage was due to the stranded Japanese
tug and lighter just a little below the match-
factory. The handy little ship is of a type
quite new to the Tientsin river, and is
admirably adapted to the work of patrolling
Chinese rivers. She is heavily armed for her
size, carrying two 4-inch Q.F. guns, four 12-
pounder of the short pattern, and six Maxims.
Her complement is 80, but on a sudden
emergency she can take on board and give
sleeping accommodation under the awning-deck
to 20 more. The most amusing thing we saw on
board was a photograph of the vessel high and
dry on the Taku Bar. One of the officers went
over the ship's side with his camera and actually
fixing the latter on the Bar, got some excellent
pictures. The vessel carries no Paymaster or
Engineer, and has but three in the wardroom.
We may take it that the absence of an engineer
is due to the dearth of those officers, and the
demand for their services in the over-riding
number of destroyers, big cruisers, etc. In
going down stream there was an hour's delay
owing to the *Kungping* being stuck in the
Tientsin bend and blocking up the fairway.
Below the second cutting the ship met a very
thick, dark storm and lay to for the night, but
finally reached her moorings at Sipo without
trouble next day at noon. She was soon paid,
by the Sipo transport tug. We understood
that the vessel found no difficulty whatever
in the bend.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 22nd July, 8.50 p.m.

THE CHEFOO POISONING CASE—
STARTLING DEVELOPMENT.

In view of the result of the analysis at
Shanghai of the stomach of Hugh Gray-
Owen, one of the victims of the Chefoo
School poisoning fatality, a verdict has been
returned at the inquest at Chefoo of death
from cholera. This disturbs the ptomaina
poisoning theory.

REUTER'S SERVICE.

LONDON, 20th July.

THE BISLEY MEETING.

England has won the Echo Challenge Shield
at the Bisley Meeting of the National Rifle
Association.

LORD SALISBURY'S RETIREMENT.

Mr. Balfour, speaking at Fulham, said that
Lord Salisbury had left the country at peace in
her relations with every foreign Power.

Referring to the Continental attacks in
connection with the late war in South Africa,
he hoped these controversies had now ended for
ever. He believed those who had accused
England of attacking a free people would see
in the future of the Transvaal what British
ideas of liberty, Colonial self-government, and
purity of administration would do. He con-
cluded by saying that Lord Salisbury had left
the Government, but his policy would be
carried on.

LONDON, 20th July.

THE NEW SULTAN OF ZANZIBAR.

Seyyid Ali has been proclaimed Sultan of
Zanzibar, with Mr. A. S. Rogers, H. B. M.'s
Consul in the East Africa Protectorate, as
Regent until he reaches the age of twenty-one
years.

BOERS RETURN TO THE CAPE.

Nine hundred Boer refugees in Portugal
have sailed for Capetown.

THE RETURN OF TROOPS.

The Coldstream, Scots, and Grenadier
Guards have arrived at Southampton from the
Cape.

LORD SALISBURY'S GARDEN PARTY.

Lord Salisbury gave a garden party at
Hatfield, on Friday last. The guests, who
numbered between four and five thousand, in-
cluded the Indian Princes and Colonials, and
many Diplomats, Peers, and Commoners.

THE S.S. "WINGSANG."

The rumour of a supposed accident to the
Indo-China Steam Navigation Co.'s s.s.
Wingsang were set at rest yesterday by the
receipt of telegraphic information to the effect
that she had arrived safely at Shanghai.

THE STRIKE OF CIGAR MAKERS.

IN MANILA.

According to the latest advice received from
Manila by the *Rosetta*, *Mary*, the strike of the
operatives in cigar factories of Manila showed
every sign of coming to an end, as owing to the
combination and firm attitude showed by the
Cigar Manufacturers' Union a good many of
the operatives offered to return to work at the
scale of wages. It was expected that
several of the leading factories would re-open
and commence work on the 21st instant. The
Filipino operative is now made keenly alive to
the fact that any exorbitant demand for an
increase of his wages means entire cessation of
the cigar industry, and it is confidently asserted
in Manila that there will be no more attempts
made to goad the manufacturers to the last
extremity.

MR. E. H. SHARP, K.C.

Mr. Ernest Hamilton Sharp, barrister-at-law
Hongkong, has, we understand, been appointed
King's Counsel. We heartily congratulate Mr.
Sharp upon the distinction that has been con-
ferred upon him. Mr. Sharp is a son of Pro-
fessor Sharp of Japan and a nephew of the late
Mr. Greenville Sharp, well known in Hongkong.
He was admitted a member of the Inner
Temple in November, 1887; was called to the
Bar on 22nd April, 1891; and was admitted to
practice as a barrister in the Supreme Court of
Hongkong on 2nd April, 1894. During his
term of practice in the Colony Mr. Sharp has
made himself known as a clever, painstaking
lawyer, a keen debater and an able pleader. To
him, too, was entrusted lately the responsible
task of drafting the Coronation Address from
the general community of Hongkong to His
Majesty the King. We regret to state that
Mr. Sharp was yesterday confined to the house
by an attack of fever.

LATEST STEAMER MOVEMENT.

The steamer *Catherine* Apsar, from Calcutta,
left Singapore for this port on the afternoon of
the 21st inst.

HONGKONG GENERAL CHAMBER
OF COMMERCE.

At the monthly meeting of the General
Committee of the Hongkong General Chamber
of Commerce, held at 8 p.m. on Tuesday, 22nd
July, 1902, Present:—Hon. C. S. Sharp
(Chairman), Mr. W. Poole (Vice-Chairman),
Hon. C. W. Jackson, Messrs. E. A. Hewitt,
N. A. Siebe, J. B. M. Smith, and B. J. Wilson,
Hon. B. Shawan (ex officio), and A. B. Lowe
(Secretary).

MINUTES.

The minutes of the last monthly meeting
(held 13th June, 1902) were read and confirmed.

NEW MEMBERS ELECTED.

The SECRETARY reported that Messrs.
Mann & Co., solicitors, and Messrs.
Alex. Ross & Co., merchants, had been duly
proposed, seconded and elected to membership
since the last meeting; subject to the usual con-
firmation at the next annual general meeting.

STEAM WARNINGS.

Read letter, dated 4th July last, to Hon.
Colonial Secretary acknowledging receipt of
his letter of 21st May informing the C. Committee
that the non-receipt of steam warnings issued
by the Steamship Owners' Association was causing
attention and stating that the Committee would
now be glad to know that the Government had
made such arrangements as will ensure a better
service of bid-weather warnings at this port, as
the typhoon season had commenced and the
early notice and circulation of these steam warn-
ings will be of the greatest service to the
shipping community.

THE CHAIRMAN:—We shall no doubt receive
a reply from the Government in the course
of a few days.

PROPOSED LICENSING OF PILOTS.

Read letter, dated 18th June, written in
accordance with resolution passed at the last
meeting, to Colonial Secretary, enclosing the
report of the sub-committee for the information
of His Excellency the Officer Administering the
Government.

THE CHAIRMAN:—This matter is now out of
our hands, and we shall no doubt hear from the
Government when they have considered the
suggestions made.

CHINESE STOWAWAYS TO PHILIPPINES.

Letters were read from Messrs. Butterfield &
Swire, Jardine, Matheson & Co., and Shaw,
Rosen & Co., in answer to the Chamber's letter
of 20th ult., asking for their views on this ques-
tion. All three replies were agreed that the
present penalty was insufficient to deter
stowaways from making the attempt, and that
when the latter had the assistance of the native
crew it was impossible in many cases, in spite
of strenuous efforts on the part of the executive
officers of the steamers, to prevent them getting
through without detection.

The letters from the two last-mentioned firms
brought out the fact that the Chinese stowaways
afterwards found ashore are frequently the
means of a steamer being fined merely on the
evidence of the stowaway himself.

Messrs. Butterfield & Swire's letter gave
extracts from the log showing the precautions
taken on board the s.s. *Kaifong* by the foreign
executive officers and the methods adopted by
the native crew and stowaways to evade the
stowaways.

A considerable discussion followed, and it was
decided to represent this matter again to the
Government with a view to the penalties now
being imposed on steamers and their captains
being increased.

It was also decided to publish the correspond-
ence.

CHINESE EMPLOYED WITH FOREIGN FIRMS.

Suggested alterations of the law relating to
the above were discussed at the last meeting and
referred pending further particulars. Since
then a case in point has been heard at the Police
Court on 20th June last in which 12 Chinese
Garrison hospital attendants were prosecuted by
Lieut. McClellan, R.A.M.C. The defendants
went on strike as a protest on account of "too
much pig-die." His Worship decided that the
defendants were not being domestic servants, the
existing Ordinance was not applicable. They
were therefore discharged.

The above mentioned case bears out the Sec-
retary of the Hongkong & Kowloon W. & G.
Co., Ltd., that the Chinese clerk or agent in
leave his employment without notice and that
the law does not provide any preventative
penalty.

A lengthy discussion followed and it was agreed
to bring the matter before the Government and
ask them whether the law relating to domestic
servants could not be made to apply to all
Chinese employees engaged by the month or
for a longer period, and enclosing at the same
time a copy of the letter to the Chamber from
the Secretary of the Hongkong & Kowloon
Wharf & Godown Co., Ltd., of 6th ult., which
dealt very fully with this question.

HONGKONG EXPORTS TO U.S.A. AND CANADA.

Decided at the last meeting, a circular letter
was written to the shipping lines concerned
asking them to furnish particulars of cargo
carried to these countries to which all agreed.
The SECRETARY stated that the figures would
appear in future in the fortnightly market
report issued by the Chamber.

NEW CHINESE EMIGRATION ORDINANCE.

Read letter from Messrs. Mowbray & Braddon
of 17th ult., pointing out on behalf of the owners
of emigration boarding houses in this Colony
how the new Ordinance, No. 47 of 1901 is likely
to affect the boarding-house keepers and by
reducing emigration to have an adverse effect
on the trade of the port.

The SECRETARY replied on 30th ult. that the
Committee recognised the fact that certain
provisions of the Ordinance will press heavily
on the Chinese and are calculated to affect the
passenger trade, and suggesting that their clients
should petition the Government through one
of the Chinese members of the Legislative
Council and that the Chamber would support
the petition so far as possible.

The petition of the Chinese boarding-
house keepers was read and it was resolved
that the Committee support the petitioners
in their views contained in clauses 4, 5, and
7 of the petition in relation to the detention of
the emigrant in the boarding-house, and the
extra expense entailed on him for 48 hours,
and suggest that this time be reduced to
24 hours.

Hon. C. W. Jackson proposed and Mr.
Hewitt seconded:—That the Chamber should
inform the Government that it does not support
the petitioners' request for a reduction of the
security required under the Ordinance, nor did
they support the other clauses relating to
security or the proposed amendment of Section
5 by striking out the word "knowingly."
Carried unanimously.

INTERNET CABLE COMMUNICATIONS.

Read letter from the Secretary of the London
Chamber of Commerce of 25th May last on the
above subject, in which are cited the resolutions
passed at the Fourth Congress of Chambers of
Commerce in favour of all British cables and
State-owned ships ultimately provided for all
future arrangements. The letter contained the
summarised recommendations and conclusions

of the Inter-Departmental Committee on Cable
Communications. The Chamber's opinion was
asked on the conclusion of the Committee and
whether such opinion should be expressed in the
form of a further resolution to be brought
forward at the next Congress.

It was decided to adjourn the discussion on
this question to the next monthly meeting, and
in the meantime to circulate the letter again
for consideration and comment.

CANTON RIVER OBSTRUCTIONS.

The CHAIRMAN drew the attention of the
Committee to an extract from the *Hongkong*
Weekly Press of the 16th ultimo which he read
as follows:—"It is officially stated, our London
correspondent (telegraph) that a clause has
been agreed upon in the Special Commis-
sioners' treaty whereby China undertakes to
remove within two years the artificial obstruc-
tions to the navigation of the Canton River."
He said this was a satisfactory statement, if
correct, and to some extent no doubt, the result
of the Chamber's representations to Sir James
Mackay.

RAT TRAP ORDINANCE.

The CHAIRMAN said he had noticed that in
the printed answers by the Government to the
recommendations of Professor Simpson were
the following:—"6 and 7. Methods of destruction
suggested:—But poison and rat traps have
been used freely, carbolic acid is poured into
rat runs. The question of the treatment of
ships was referred to the Chamber of Com-
merce, who were not in favour of taking up
active steps in this direction." 15. Systematic
restriction of rats on steamships, and the
plague infection ports on the Chinese coast,
which go along as a matter of course, to be
undertaken. Not yet arranged (see Nos. 6 and
7). Question referred to Chamber of Commerce,
who are opposed to the proposal. Sanitary
Board has not therefore pressed the matter."

The CHAIRMAN said he had written to
Professor Simpson to the effect that this
appeared to amount to a reflection on this
Chamber, and he had accordingly written pro-
perly the other side of the Chamber of Commerce
on the subject, and read Professor Simpson's
reply dated 20th ult., which was as follows:—
"20th June, 1902.
Dear Mr. SHARP,—I have looked over the
notes you mention and I do not think there is
anything which is intended as a reflection on
the Chamber of Commerce. The destruction of
rats on ships from plague ports would refer
mostly to those ships that discharged all their
cargo here and to the lighters of the ship from
infected ports, that only partially discharged
their cargo. At such times the *Redoubt* from
Bombay and occasionally a P. & O. would come
under this regulation, so would the *Indo-China*
and *Apsar* from Calcutta, also *Manila* and
local coasters if discharging their cargo along-
side the quay. It would not think it a good
thing for the shipping of this port if it could
be stated that these ships took all their cargo
from here had first undergone a process of
disinfection for the destruction of rats."

The ordinary rat regulations now in force
would be sufficient to deal with any rats which
had to come and moor at the quays. Yours
sincerely,

W. J. SIMPSON.

The SECRETARY was instructed to circulate
amongst the Committee the correspondence
which passed between the Chamber and the
Government on the subject with a view to the
matter being gone into again.
Meeting then terminated.

POLICE COURT.

Tuesday, 22nd July.

BEFORE MR. F. A. HAZELAND (POLICE
MAGISTRATE).

James Henriksen, chief officer of the *Sheld*,
prosecuted a *Hongkong* billermeier for being
on board the vessel without the permission of
the master.

THE "SHELL" TRANSPORT AND TRADING CO., LD.

The Chairman and Directors have the pleasure to present to the shareholders herewith profit and loss account and balance-sheet for the year ending 31st December, 1901.

Including the amount brought forward from 1900 there stands at credit of profit and loss £370,125 14s. 7d.

After payment of income tax to the amount of £10,905 0s. 10d. (an advance of £8,850 in the year 1900), the amount of commission (including office rent, salary and expenses) and directors' and auditors' fees to the extent of £23,579 15s. 10d., interest to the extent of £16,138 1s. 0d., and providing £92,770 18s. for depreciation of steamers and installations, there remains to be carried to the balance-sheet the sum of £226,731 18s. 11d. Deducting the interim dividend declared in June, and after payment of the dividend distributed on the 1st January of this year (total £200,000), being at the rate of 10 per cent. per annum, there remains to be carried forward the sum of £26,731 18s. 11d.

No credit has been taken for interest (namely £35,534 10s. 2d.) on cash advanced to the Nederlandsch-Indische Industrie en Handelssmaatschappij.

During the year the properties held by the Nederlandsch-Indische Industrie en Handelssmaatschappij in Borneo have been further developed, but are by no means yet complete. The accounts of this Company as received do not show a sufficiently clear distinction between capital and trading "expenditure" and therefore the profit shown thereby has not been taken into this company's accounts.

Nevertheless, the products therefrom bought and marketed by the "Shell" Company have contributed to its profits.

In view of the continued fall in the value of fluctuating oil and the low freight current during the year, the directors consider the volume of profit shown as satisfactory.

The alliance of Eastern producers referred to at the last general meeting has recently been finally concluded, and will materially strengthen the Company's position.

The directors regret that, owing to increased calls on his time, caused by the death of his brother (the late Mr. Donald Graham, C.I.E.), Mr. James M. Graham has placed his resignation in the Chairman's hands, which they recommended be accepted, and that he be thanked for his services.

In accordance with the articles of association, the following directors also retire—Mr. A. Rickmers, Mr. Samuel Samuel and Mr. James Storer, and, being eligible, offer themselves for re-election, which the directors recommend. The auditors, Messrs. G. F. G. & Co., retire under article 190 of the articles of association and are eligible for re-election.

THE ACCOUNTS AS FOLLOWS—

PROFIT AND LOSS.

For the year ending 31st December, 1901.

To management commission (covering office rent, salaries and expenses) and directors' and auditors' fees	£23,579 15s. 10d.
To income tax, year 1900	10,905 0s. 10d.
To interest on cash advanced	16,138 1s. 0d.
To provision for depreciation of steamers and installations	£92,770 18s. 0d.
To balance carried to balance-sheet	£226,731 18s. 11d.
Total	£370,125 14s. 7d.

BALANCE-SHEET.

At 31st December, 1901.

Dr. To capital authorised and paid up, viz. £1,000,000 shares of £1 each

To reserves

To current accounts

To deposit accounts

To undivided profits

To balance brought forward

Total

Cr. By balance from year 1900

By profit for the year 1901

Total

£370,125 14s. 7d.

ASSETS.

Dr. By property of the company, viz. steamships, lands, buildings, wharves, lighters, storage works, contracts, etc.

Amount as per balance-sheet at 31st December, 1900

Expenditure year 1901, viz. Cost of new steamships, cost of fitting out of the company's steamships with machinery and appliances for using liquid fuel, extensions and installations and additional plant, etc.

Detent provision for depreciation of steamships, and in respect of installations

Amount at 31st Decem-ber, 1900

Amount added this year

Total

£2,411,816 13s. 11d.

By Nederlandsch-Indische Industrie en Handelssmaatschappij

Shares of £1,000,000 nominal

Cash advanced

By debtors on current accounts

By balance in respect of pending voyages

By stocks of petroleum oil and liquid fuel, and in store at coast, freight and insurance

By sundry stocks

By cash at bankers

Total

£2,411,816 13s. 11d.

EXPORT CARGO.

Per steamer *Satanstoe*, sailed on the 20th June, for New York

118 cases, Chinaware, 254 cases black woodware, 800 cases nut oil, 125 pkgs. fire crackers, 70 bales mats, 24 pkgs. rattanware, 60 rolls matting, 75 cases essential oil, 75 cases bristles, 50 cases straw cuffs, 40 bales cane, 50 cases jute sticks, 6 slabs tin, 4 cases human hair, 5 cases blackwood furniture, 639 pkgs. mer- chandise.

3007 NEWSPAPERS RECOMMENDED.

THE WASHINGTON POST, for Easy Writing.

THE PRACTICE BOOKKEEPING, for Easy Writing.

THE PRACTICE BOOKKEEPING, for Easy Writing.

THE PRACTICE BOOKKEEPING, for Easy Writing.

THE PRACTICE BOOKKEEPING, for Easy Writing.

THE PRACTICE BOOKKEEPING, for Easy Writing.

THE PRACTICE BOOKKEEPING, for Easy Writing.

THE PRACTICE BOOKKEEPING, for Easy Writing.

THE PRACTICE BOOKKEEPING, for Easy Writing.

THE PRACTICE BOOKKEEPING, for Easy Writing.

THE PRACTICE BOOKKEEPING, for Easy Writing.

THE PRACTICE BOOKKEEPING, for Easy Writing.

THE PRACTICE BOOKKEEPING, for Easy Writing.

THE PRACTICE BOOKKEEPING, for Easy Writing.

LATE TELEGRAMS.

NEWS VIA CRYLON.

GENERAL NEWS.

BRITAIN AND ITALY.

The *Morning Post* article says that it is deeply regrettable that, since 1895, the British Government has allowed the impression to arise that Italy and her goodwill are not worth the smallest sacrifice.

The *Times* says:—"We would wish for a more definite assurance than that given by Lord Cranborne as to the maintenance of excellent relations with Italy."

PEACE IN THE PHILIPPINES.

President Roosevelt's proclamation of an amnesty to the Filipinos provides for a full pardon and amnesty to all insurrectionists unless guilty of military crimes. All must swear allegiance to the United States.

MANCHURIA.

M. Cassini, the Russian Ambassador, has formally notified the American State Department that Russia has evacuated Manchuria, and that the Province is ready for government by the Chinese.

IMPERIAL DEFENCE.

Mr. Chamberlain presided at the Conference of the Premiers this morning, and Lord Selborne and Mr. St. John Brodrick, with advisers, were present. The question of Imperial Defence was discussed.

OIL IN BURMA.

Lord George Hamilton has ascertained that the standard Lill Company has not obtained from the Indian Government a prospecting licence in Burma.

GERMAN LOCOMOTIVES.

The East India Railway has ordered 32 locomotives from a German firm, whose tender was twenty percent lower than the next English firm.

THE NEW FRENCH MINISTER TO CHINA.

M. Duhal of Tokyo replaces M. Beau at Peking.

THE ARABIAN ENVOY.

Ras Makonnen has had an audience of the Prince of Wales.

GERMAN WAR PRISONERS.

The British Government, it is understood, is willing to release immediately foreign prisoners who can pay their own passages, provided they do not return to South Africa. The German-Border Aid Fund is now preparing to assist German prisoners to return to the Fatherland.

THE TEA DUTY.

Lord Goschen, in the House of Lords, in dealing with the Finance Bill, showed that the Corn Tax would cost only 9d. per head per annum, while the extra twopence in the tea duty cost a shilling per head. He advised the party opposing the Corn Tax to either support a twopence reduction on tea in the interests of the working classes.

["Correction to follow" was stamped on this message by the Telegraph Office; but none has arrived, and the message itself disclosed no error except the omission of the pence sign after 9d.]

PERU'S PROSPERITY.

Peruvian telegrams state that the place is rapidly assuming a normal appearance. Trade is active, and the restrictions of martial law have been removed.

NEWS VIA MANILA.

GENERAL NEWS.

THE FRIAR LANDS.

The Vatican's refusal to withdraw the friars from the Philippines is not regarded in Washington as a serious hitch in the negotiations. The demand for the withdrawal is regarded by the Holy See as an extreme American claim, but does not preclude a compromise. It is believed the desired result will be obtained by the gradual substitution of the friars by priests of other nationalities. The principal issue now is the time limit as to when the substitution is to take place.

It is believed that the Vatican is endeavouring to take advantage of the Philippines question to forward its desire to establish diplomatic relations with the United States. The reply to the Pope's note has not yet been made public. Secretary of War Root is conferring with President Roosevelt at the latter's home in Oyster Bay regarding the next step in the negotiations. The claim of the Holy Father that he has no power to withdraw the friars has only just been received in Washington and may form an obstacle to the negotiations.

FATAL MINE EXPLOSION.

At Johnstown, Pa., there has been an explosion of freamp in the Cambria coal mine. Three hundred men were employed, of which number two hundred are believed to be dead. Eighty-seven bodies have been recovered.

FLOODS IN IOWA.

The floods at Des Moines, Iowa, have caused a million dollar damages. There were no fatalities.

ARMY CHANGES.

General Adna R. Chaffee has been ordered home and will command the Department of the East. General George W. Davis will succeed him as commander of the Division of the Philippines on 30th September.

FREIGHT-HANDLERS' STRIKE.

The Chicago freight-handlers, aided by an unauthorized strike of teamsters, have held up 30,000 tons of freight, now perishing.

THE ISTHMIAN CANAL.

It is reported that General Wood, late Governor-General of Cuba, will be placed in charge of the constructive work of building the Isthmian Canal.

CHINESE MINISTER RECALLED.

The Chinese Minister to the United States, H. E. Wu Ting Feng, has been recalled. He will be succeeded by Mr. Lian Cheng Tung.

NEWS VIA AUSTRALIA.

CRICKET.

AUSTRALIANS V. SCOTLAND.

The Australians commenced a match at Edinburgh to-day against an Eleven of Scotland. The day was brilliant, but the wicket was soft. There is an attendance of 3,000 spectators. Duncan replaced Tom Johnston in the Scots team. Trumper, Trumble, and Howell have been omitted from the Australian team. Darling won the toss and sent Scotland to the wickets. At the luncheon adjournment the home team had lost four wickets for 71 runs.

The match between the Australian Eleven and an Eleven of Scotland was resumed at Edinburgh to-day. Yesterday the home team got 109, and the visitors lost six wickets for 283 (Duff 98). The Australians' innings closed to-day for 305. Scotland in the second innings had three wickets down for 24, and the tenth fell at 61. The Australians won by an innings and 105 runs.

FAR EASTERN AFFAIRS.

ANGLO-FRENCH CONCESSIONS IN YUNNAN.

Dr. Morrison, the Peking correspondent of the *Times*, reports that M. Rocher, the French Consul-General at Yunnan city, representing an Anglo-French syndicate, registered in London, has secured a concession for 60 years of 85 coal, copper, nickel, quicksilver, petroleum, tin, and other mines, covering one-third of the surface of the province of Yunnan. The syndicate has also secured the right to build branch railways for the carriage of minerals, and to build roads and to construct canals for the same purpose. An Imperial edict has been issued approving of the concessions granted.

THE PAYMENT OF THE INDEMNITY.

China has refused to pay the July instalment of the indemnity to the Powers except at the rate of exchange which existed on April 1, 1901. Great Britain proposes to permit the payment of the indemnity in silver until 1910, as China otherwise will greatly suffer by the depreciation of silver.

[China contends that owing to the depreciation of silver since the signing of the indemnity agreement she will, if compelled to pay in gold, be a greater loser by the indemnity than is intended.]

GENERAL NEWS.

IMPERIAL DEFENCE.

It has been ascertained that at the Imperial Conference yesterday Sir Edmund Barton, the Premier of Australia, suggested that the colonies should be given reasonable consideration in regard to army and navy contracts, and that a clear definition should be made of the position of those colonies granting Great Britain a preferential tariff in relation to their enjoyment of the most favoured nation treatment at the hands of foreign nations. Sir Edmund Barton also suggested the State ownership of ocean cables, mutual protection of patents, Imperial stamp charges on colonial bonds, the establishment of an Imperial Court of Appeal, and a discussion upon the possibility of a mutual tariff within the Empire.

Sir A. H. Hime, the Premier of Natal, suggested that the naturalisation of aliens in any part of the British Empire should be sufficient for the whole Empire.

Sir Wilfrid Laurier, the Premier of Canada, assumed a very conservative attitude on the subject of Imperial defence. He considers that the corn tax affords Great Britain an opportunity of offering concessions in return for additional remissions of duties on English imports into Canada.

Sir Edmund Barton considers that the Conference has been very satisfactory so far, and he is hopeful of results.

THE SHIPPING SUBSIDY COMMITTEE.

Mr. Leyland, of the Leyland Shipping Line, gave evidence before the subsidies committee yesterday. He recommended that the Government should grant bounties to sailing vessels, and should train sailors so that they could be ultimately available for the navy.

Mr. French vessels, owing to the bounty they receive, made a profit on freight on which British shipowners lost.

NEWS VIA JAPAN.

THE ANGLO-JAPANESE ALLIANCE.

LORD CRANBORN'S MISTAKE.

An official despatch to the Government from London with reference to the remark of Lord Cranborne on the Anglo-Japanese Treaty says:—"On the 7th inst. Mr. Joseph Walton commented on a speech by Lord Cranborne on the Anglo-Japanese Alliance made in the House of Commons on the 3rd inst. He asked if the Government would give any explanation to prevent misunderstanding in Japan. Mr. Balfour (Leader of the House of Commons) in reply to the question admitted that the phrase used by Lord Cranborne might unfortunately cause misunderstanding when it was read separately from the paragraphs preceding and following. Mr. Balfour went on to say that although it might be implied by the debate on the 3rd that 'Great Britain was in a position of dangerous isolation and would accept any alliance sought for by other powers' the Government did not even dream of refusing to admit that the Anglo-Japanese Alliance was entered into for the mutual benefit of the two powers and that it was entered into with equal obligations and conditions on each side."

281 JOHN.

The following story comes from New York:—Lord Kelvin was talking with a young woman at the Waldorf-Astoria recently, when she surprised him by asking:—"Lord Kelvin, what is the telephone number?"

Lord Kelvin gave it up, but was polite enough to laugh heartily, when the proprietor of the restaurant, answering her own question said:—"Why, two sets one John."

A young Englishman who was sitting beside Lord Kelvin looked puzzled, but said nothing. Soon after he ran across Job E. Hodges.

"I say, Hodges, Miss Blank just asked Lord Kelvin if two cannibals eat one Chinaman, what is the telephone number?"

Lord Kelvin gave it up, but was polite enough to laugh heartily, when the proprietor of the restaurant, answering her own question said:—"Why, two sets one John."

A young Englishman who was sitting beside Lord Kelvin looked puzzled, but said nothing. Soon after he ran across Job E. Hodges.

"I say, Hodges, Miss Blank just asked Lord Kelvin if two cannibals eat one Chinaman, what is the telephone number?"

Lord Kelvin gave it up, but was polite enough to laugh heartily, when the proprietor of the restaurant, answering her own question said:—"Why, two sets one John."

A young Englishman who was sitting beside Lord Kelvin looked puzzled, but said nothing. Soon after he ran across Job E. Hodges.

"I say, Hodges, Miss Blank just asked Lord Kelvin if two cannibals eat one Chinaman, what is the telephone number?"

THE THIRD TEST MATCH.

SECOND DAY'S PLAY.

London, 4th July.

In fine weather, and before a large attendance, the second day's play in the third test match took place at Sheffield to-day. There had been rain overnight which had damaged the wicket. Lilly, the overright not out, who had not scored when stumps were drawn, with England's score 102 for 5 wickets, went to the wickets with Brand; but Brand fell a victim to Saunders before he had scored, being stumped by Kelly. First came Lilly, but only made eight before he also fell to Saunders' bowling, being caught by Trumble. Lilly, when he had made eight runs, was clean bowled by Noble. Mr. Gilbert Jessop hit up twelve runs, and then was caught out by Saunders off the bowling of Noble. Rhodes and Barnes were the last two men in, and they had made seven runs each when Barnes was caught by Darling from Saunders' bowling, and the innings came to an end; the total, with eight extras, only amounting to 145, or 49 behind the first innings score of the Australians. The bowling of Saunders and Noble was a feature of the play, and they each took five of the English wickets at a cost of only a run apiece. Armstrong, Trumble and Trumper were tried for a while but without success. The Australians went in to bat a second time with Trumper and Duff. The latter was caught by Hirst off Rhodes' bowling when one run only had been scored, and "Clem" Hill then came in. A prolonged stand was made. Trumper left when he had scored 62 runs, the result of a fine free innings. He was caught behind the wickets by Lilly off the bowling of Mr. Jackson. Darling came in, but was dismissed without scoring, being caught by Brand off Barnes' bowling. Gregory stayed with Hill a while. Hill was playing a magnificent innings, his driving and cutting being splendid. When finally he was caught by Mr. MacLaren off Mr. Jackson's bowling, his individual score was 119. Gregory was run out when he had made 29 runs, and Noble fell a victim to Mr. Jackson, clean bowled, for 3 runs only. Hopkins and Armstrong made a stand. Armstrong being bowled by Rhodes when he had scored 28 runs, Hopkins followed up his dismissal of Armstrong by getting rid of the three remaining batsmen, Kelly, Trumble, and Saunders, for no runs, Kelly being caught by Hirst and Trumble, and Saunders clean bowled. With 8 extras the Australians' second innings finished for 259 runs, or 338 runs ahead.

Barnes commenced their second innings with the lights on. Abel was caught by Hill off Noble's bowling when he had scored only 8 runs. Tyldesley and Mr. Jessop then came together and a stand was made. When the score had been carried to 73, the game was stopped by the umpires owing to the bad light. Mr. Jessop's score stands at 43 not out, and that of Tyldesley at 11 not out.

The following are the full scores and bowling analyses:

AUSTRALIA.

First Innings. Second Innings.

Trumper, b Brand 119; b Lilly, b Jackson 62; Duff, o Lilly, b Barnes 25; o Hirst, b Rhodes 1; Hill, o Rhodes, b Barnes 18; o MacLaren, b Jackson 119.

Darling, o Brand 5; Barnes, b Brand 0; Barnes, b Barnes 0; Gregory, b Rhodes 47; b Jackson 8; Hopkins, o Brand 5.

Barnes, b Brand 27; not out 40; Armstrong, b Barnes 18; not out 30; Kelly, b Barnes 0; o Hirst, b Rhodes 0; Trumble, o b Jackson 32; b Rhodes 0; Saunders, not out 0; b Rhodes 1; Extras 8.

Total 194 **Total 259**

ALL ENGLAND.

First Innings. Second Innings.

A. C. MacLaren, b Noble 31; Abel (captain), b Noble 25; Tyldesley (captain), b Noble 23; American, b Noble 23; not out 11; F. S. Jackson (Yorkshire), b C. B. Fry (Sussex), 3; C. Gregory, b Saunders 3; C. B. Fry (Sussex), 1; Lilly (Worcestershire), b Noble 8; Noble (Somersetshire), b Kelly 8; Barnes (Somersetshire), b Saunders 0; Hirst (Yorkshire), 0; Trumble, b Saunders 5; Mr. G. L. Jessop (Gloucestershire), b Noble 12; Rhodes (Yorkshire), not out 7; Barnes (Lancashire), 0; Darling, b Saunders 7; Extras 1.

Total 145 **Total (for 1 wicket) 73**

AUSTRALIA.

First Innings. Second Innings.

Barnes 49; 6; 8.16; Brand 54; 2; 17.00; F. S. Jackson 33; 1; 11.00; Rhodes 33; 2; 13.38; Hirst 59; 0; 3.

Second Innings.

Rhodes 38; 5; 12.00; F. S. Jackson 64; 8; 20.00; Barnes 59; 1; 59.99; Hirst 49; 0; 0; G. L. Jessop 49; 0; 0; Brand 59; 0; 0.

Total 145 **Total (for 1 wicket) 73**

HUMOURS OF THE MEKONG VALLEY.

The interest in Siam may wax and wane, but the campaign against Colonel Tournier, Resident Superior of French Laos, goes on as ever in the Saigon Press. The *Opinion*, of the 15th inst., says that the dear Colonel has 114 wives, and proceeds to number them—four at Kratié, eight at Samor, fourteen at Khong, where his favorite, "the princess," lives; forty at Pak-hin-Boun, ten at Savannakhet, fifteen at Nongkai, and so on. Wicked people, our contemporary says, make the number up to 140, but that is believed to be an exaggeration. The same paper tells a curious story of the adventures of a Frenchman just out from home who went up the river to Laos to try his luck as a trader. After drinking his champagne the officials put every possible obstacle in his way as they do not want independent traders to interfere. Finally they threatened to arrest his interpreter, who promptly crossed the river to the neutral zone, and the French trader, being helpless without him, had to give up. Having once got him there the officials would not allow him to return to the French side. He tried it, whereupon he was accused of causing an epidemic of cholera and was forced to return. In order to get back to Saigon the unfortunate man had to cross Siam to Chantaboon.

Another writer in the same paper has begun a series of articles entitled "The Truth about Laos." These are chiefly concerned with the grievances of the European officials under Colonel Tournier in Upper Laos. No story is taken to see that they get proper food, rather hindrances are put in their way, and the whole subordinate administration is run with extreme parsimony. Order is now supposed to reign.

EASTMAN'S KODAKS. FILMS. AND ACCESSORIES

DEVELOPING AND PRINTING UNDERTAKEN.
GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

ACHEE & CO., PHOTOGRAPHIC GOODS STORE.

174, QUEEN'S ROAD CENTRAL.
FEW DOORS EAST OF HONGKONG HOTEL.
Hongkong, 6th May, 1902.

FROM MAKER TO USER.

We beg to inform you that we have established a Retail Store for the sale of the

LATEST IMPROVED SINGER SEWING MACHINES AT NO 3A, WINDHAM STREET

and shall be pleased to serve you when you need a FIRST-CLASS SEWING MACHINE.

We Manufacture Sewing Machines for EVERY STITCHING PROCESS FOR CLOTH OR LEATHER, Family or Manufacturers' use.

We will employ a full Corps of Expert Operators, and instruction will be GIVEN FREE OF CHARGE. Machines will be sold for Cash or on Monthly Payments, and we will take your OLD MACHINE in part payment for a NEW ONE.

We will at all times be prepared to Rent Machines, and special attention will be given to Repairing. A full supply of Needles and Oil always on hand at low prices. Permanency constitutes a strong safeguard to the purchaser of a SINGER SEWING MACHINE and we are IN CHINA TO STAY.

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1853.
Every Household Requisite. Depot for
Mastman's Kodak Films and Accessories,
17a, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo

PHOTOGRAPHER

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Printed and Published by Englishmen.
STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchangers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel

BISMARCK & CO.
Navy Contractors, Ship Changers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.
Shipchangers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MOREN & BEHND.
43 and 45, Des Voeux Road, Shipchangers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers. Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Blundell's
Spices & Co's Composition

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

WANTED

LESSONS IN ENGLISH LANGUAGE
by an European.
Address, stating Terms to—
Care of Daily Press Office,
Hongkong, 19th July, 1902. [1974]

SITUATION WANTED

A YOUNG ENGLISHMAN, with three
years experience in Mercantile Firms,
offers his services to any local firm or abroad at
very moderate terms.
Apply to—
"CLERK."
Care of Daily Press Office,
Hongkong, 11th July, 1902. [1898]

WANTED IMMEDIATELY

A N EXPERIENCED PORTUGUESE
CLERK for Canton.
ARNOLD, KARBURG & CO.
Hongkong, 30th June, 1902. [1726]

WANTED

A N ASSISTANT ELECTRICAL
ENGINEER.
Apply by letter only giving Copies of
References to—
MANAGER,
Hongkong Electric Co., Ltd.
Hongkong, 14th July, 1902. [1916]

BRITISH NORTH BORNEO

WANTED

A N EXPERIENCED FOREMAN for a
Government Timber Mill. Must be
thoroughly acquainted with the erection and
management of Timber-cutting Machinery.
Forward copies of recent testimonials and state
salary required to—
DIRECTOR OF PUBLIC WORKS,
Sandakan.

Hongkong, 4th February, 1902. [1446]

WANTED

A POSITION BY EUROPEAN BOOK-
KEEPER. No objection to Coast
Ports. References given.
Address—
Care of Daily Press Office,
Hongkong, 19th July, 1902. [1974]

A. G.

A. G.

A. G.

A. G.

A. G.

A. G.

A. G.

A. G.

A. G.

A. G.

A. G.

A. G.

A. G.

A. G.

A. G.

[PUBLISHED BY SPECIAL ARRANGEMENT.]

THE WORLD-MASTERS.

GEORGE GRIFFITH.

Author of "The Angel of the Revolution,"
"Brothers of the Chain," "The Justice
of Revenge," "A Honeymoon
in Space," &c. &c.

[COPYRIGHT.]

CHAPTER XXIX.

A dead silence of some moments' duration
followed, during which hosts and guests looked
at each other as men might before the outbreak
of a storm, then Victor Fargau, after an ex-
change of glances with the French Admiral, said
in a voice which trembled with angry emotion:
"Monsieur, I think I am speaking for my com-
rades as well as myself if I say that we have
come too far to be frightened from the accom-
plishment of our purpose. For my own part, I
may say that nothing, not even the fear of that
annihilation which the Viscount has just threat-
ened, would turn me from my purpose, because
I have come to take back that which is mine
and France's. These works may be your prop-
erty, gentlemen, because you have built them
with your money and your labour; but the soul
which animated them, which made them a liv-
ing organism instead of a lifeless mass of brick
and stone, the power which you say enabled you
to paralyse the fleets and armies of Europe,
that is mine, for I am the son of the man who
created it—right to me as his last legacy. I
have returned to my allegiance to France,
after doing her what service I could elsewhere.
Though France at first rejected the fruit of
my father's genius, she has now accepted it,
and in our persons she and her ally are here
to demand restitution of that which has been
stolen from her."

"I think you can hardly say stolen, Monsieur
Fargau," said Hardress, without rising. "The
French Ministry of War very foolishly refused
to have anything to do with your father's
invention, and he may have given you one
set of specifications, but he also threw himself
into the sea with the other, and we picked him
up. You call it chance or fate, or anything
you please, but it certainly wasn't theft. You
see we got this land and built these works while
the French Government was thinking about it;
and I must also remind you that they are
built on British soil, and held under lease from
a British colonial Government."

"Russia, France, and Great Britain are at
peace. The war in Europe is over, and there-
fore, you will excuse me if I remind you and
your colleagues that any attempt to retain you
and by force would put you outside the pale of
civilisation. In other words, despite your man-
forms and your commissions, you would simply
be common pirates, with no claim to any of
the rights of regular belligerents."

"But," said Victor Fargau, speaking with a
distinct snarl in his voice, "you forget, Mon-
sieur le Viscount, that we are in a position
to compel surrender, and that once masters
of the works we shall be, as you are, above the
law. Granted all you say, it comes to this:
Nothing can justify our mission but success,
and we shall succeed."

"In that case," said the President in his some-
what halting French, "it doesn't seem worth
while to discuss the matter any further. We
won't surrender the works, and the last man left
alive in them would fire the mines and die
with them. These gentlemen think they can
take them. We think they can't. It's
use talking about a proposition like that. It's
got to be argued with guns and other
things. It seems to me that the only question
we've got to ask is whether all these gentle-
men are unanimous in their determination to
take the works by force if they can."

Amiral Dumont exchanged a whispered word
with his Russian colleague, and then he rose
and said:
"Monsieur, I regret to say our orders leave us
no other alternative, and our duty to our
country will compel us to take that action,
most reluctantly, as we shall do so. As
Monsieur Fargau has said, we believe that the
vital principle of this system belongs to him
and to France. We have been sent here to
regain what was lost to us, through an un-
fortunate mistake, and we must do so. Yet we
do not wish to be precipitate. We will ask you
to take, until six o'clock to-morrow morning,
that is to say, eight hours from now, to recon-
sider your decision, as to surrender, and there-
after, if you have certain guests, not entirely volun-
tary ones, in the works. If it should unhappily
come to a struggle between us, it would, of
course, be impossible for such chivalrous gen-
tlemen to retain two ladies and a Russian noble-
man and ex-Minister. We request that, in the
unfortunate case of hostilities becoming inevit-
able, they shall be permitted to come on board
one of our ships."

"Gentlemen, I am exceedingly sorry that
matters have come to such a pass as this.
There can be no question of surrender, but our
guests will be free to join your squadron when
they please. Therefore, for your convenience
and in order not to bring our little dinner to
too abrupt a close, we will accept the truce
till six o'clock. Perhaps by that time other-
wise, I think, better counsels may have prevailed with
you."

"I sincerely hope that they will, for I can
assure you that my son was not speaking idly
when he said that you would not only be de-
stroyed, but annihilated. We have here means of
destruction which have never yet been used in
war. For your sakes and for those of the brave
men under your command, I trust that they
never will be. And now, as further discussion
could seem to be unprofitable, suppose we join
the ladies. We may be friends at any rate till
six o'clock."

12in. hardened steel were mounted on disappear-
ing carriages, the President's big guns, enlarged
copies of the one he had used so effectively on
board the *Nadine*. Each would throw a shell
containing a hundred pounds of Vandenberg's
distance of eight miles. The great engines
worked continuously, storing up liquid air in
chambers under the gun platforms, but they
were also doing other and, for the present, much
more deadly work. The large copper tubes
above the searchlights on the towers were
lighted up, but as the while they were
accumulating destruction such as no mortal
hand had yet dealt out to an enemy.

The evening passed apparently in the most
friendly and peaceful fashion, and no one sud-
denly intruded into the reception room would
have dreamt that the members of Lord Orrel's
dinner party were not on the very best of terms
with themselves and each other. Not even
Adelaide or Sophie, sitting there with their
reverses in the pockets of their dinner dresses,
and thoughts of murder in their souls, had the
remote idea of how terribly it was destined to
end.

Miss Chrysis had sung "The Old Folks at
Home," and Adelaide one of the old chansons
which had delighted the Grand Monarque in
the Trianon. Then Sophie sat down to the
piano, and the slow solemn strains of the
Russian "National Hymn" welled up in ma-
jestic chords from the instrument. There was
something of defiance both in her tone and in
her voice, but international courtesies were
observed, and everyone in the room stood up
for Sophie Valdemar to sing another song,
since she was never to sing another, and she
sang it splendidly, with her whole soul in it.
As the last line, "Give us peace in our time,"
Lord Orrel left his lips, Lord Orrel when to her
side, and said:

"Thank you, Countess. A splendid hymn
splendidly sung!" And then he turned to the
French and Russian Admirals and said: "Gen-
tlemen, it is not possible for you to answer as
you could answer that prayer for peace? I can
assure you on my word of honour, as an English
gentleman, that this building in which you are
now an impregnable to all forms of attack known
to modern warfare. At a distance of 1,000
miles we have paralysed the fleets and armies of
Europe. Your ships are less than five miles
from our walls; you are not counting defeat,
you are counting annihilation. Can you not
leave us in peace?"

"I was under the impression, Milord," said
Admiral Nazanoff, "that that subject was closed
for the present. We have yet to be convinced as
to the feasibility of powers which you claim to
possess; but our orders are clear, and we are
ships and guns, and since you have refused our
terms we have offered you no alternative but
to put these best of powers of yours to the
test of war. I regret it most exceedingly, as I
am sure my colleague, Admiral Dumont, does
also, but that must be our last word."

The French Admiral and Victor Fargau
both bowed assent to his speech. And Lord Orrel
answered:
"Well, gentlemen, since you are resolved, so
be. We will not discuss the matter further.
Will he be speaking Lady Olive had gone
to the piano, and as he ceased, the opening
chords of "Auld Lang Syne" floated through
the room, and she began to sing the old Scotch
song. The words had a strangely satirical
meaning for Count Valdemar and his daughter
and Adelaide, who had heard them several times
at Orrel Court, and Lady Olive put such expres-
sion into the words that both Sophie and Adelaide
felt inclined to be a little ashamed of themselves.
Then in the midst of the song the clock began
to chime twelve, and Lady Olive, with a frank
look of defiance in her eyes, switched off sudden-
ly into "God Save the King," and began to
sing the opening lines. At the end of the first
verse she stopped and rose from the piano, and
said to her father, who had been looking a little
uneasy, as though he thought it was hardly
good taste:

"I'm very sorry, papa, if I have offended, but
really I could not help it. It seemed inevitable."
"And why not?" said Adelaide. "We are all
the same song sung in honour of the Grand
Monarque by the ladies of Versailles? Well,
now, Lady Olive, I suppose it is good-night
and good-bye. A thousand thanks for all your
kindness and hospitality."

"And a thousand thanks from me, too,"
said Sophie. They held out their hands, but Lady Olive
put her hand behind her and drew back.
"Thank you," she said, "and I am
quite welcome to any kindness that I have been
able to show you, but really I must ask you to
pardon me if I decline to shake hands with
you after you have definitely joined the enemies
of my family."

"Perhaps you are right, Lady Olive,"
laughed Sophie; still I hope that at no very
distant time we shall have an opportunity of
returning to our old home, and testing the
strength of our hands."

A few minutes later hosts and guests were
standing outside the western gate, testing the
electric engine and the balloon carriage
were waiting to take them to the harbour. The
departing guests' luggage had been put on a
little truck at the back.

The two Admirals, who had already taken
their seats in the car with Madame de Bourbon
and the Russian Professor, springing to their feet,
but before they could leave the car a strange and
awful thing happened. A blinding glare of light
shone out from the southern tower, where Doctor
Lanson had been watching the departure
through his night-glasses. The light ray
wavered about until it fell on Sophie Valdemar
and Adelaide de Condo, still standing close
together, with Victor Fargau just in front of
them.

For a moment their faces showed white and
glorious in the blinding radiance, and then to the
amazement and horror of those who saw the
strangest sight that human eyes had ever gazed
upon, down the ray of light, invisible but all-
destroying, flowed the terrible energy of the
disintegrator of the top of the tower. Their
lives crinkled up and disappeared, the flesh
melted from their faces and limbs. In an
instant two of the most beautiful countesses in
Europe were transformed into living skulls
which grimacing ghastly and ghastly
Then their clothes crinkled up and disappeared,
and all three dropped together in an indistin-
guishable heap of crumbling bones.

CHAPTER XXX.

Almost at the moment that the man and the
two women who, but a few moments ago, had
been standing in the full pride of their youth
and health and beauty, had dropped to the
earth in little heaps of crumbling bones, whistles
sounded inside the works, and a number of men
came out of the western gate, some of them
armed with rifles and revolvers, and others
with grimacing ghastly and ghastly
They were lifted on to two of these, and Lady Olive went
back into the works with them.

Lord Orrel and the President, after having
their wounds lastly bandaged for the time
being, went to the door of the saloon carriage
and Lord Orrel said, shortly and sternly:
"Madame de Bourbon, as you have seen, your
niece has ceased to exist. Count Valdemar, the
same is true of your daughter. And as for you,
gentlemen, you have seen something of the two Ad-
mirals, you have seen something of the power of
defence of which I spoke to you after dinner."

"There," he went on, pointing to the little
heap of mingled bones lying on the sand, "is
the proof of it. Every human thing that tries
to pass the limits of those rays will share the
same fate. These people were enemies, but they
were worse—they were traitors; and, as you
have seen, they wished to be murderers. They
have just covered their faces. There is no re-
ason why you should share their fate. Take my
prayer, my advice which I give from the bottom
of my heart. Weigh another thought, go back
to Europe, and you will find that are things
that we have told you is true."

"That, my Lord Orrel, is impossible," said
Admiral Nazanoff, coming to the door of the
car. "By what devilish means you have slain
Captain Fargau and those two ladies we know
not, save that it must have been done through
some material mechanism. Tomorrow our
guns shall try conclusions with it, whatever it
is. Yes, even though you turned that murder-
ous ray on us, and killed us, as you did them,
for our men have their orders. And now I
suppose we had better get out and walk. We
can hardly expect the use of your train after
what has happened."

"You needn't worry about that, Admiral,"
said the President; "we've promised you safe
conduct to your ships, and you shall have it.
But look here, Countess, he went on pulling a
heavy six-shooter out of his pocket, "don't you
get fidgeting about that pocket as if you had a
gun in it; it'll be the last shooting-iron you
ever did touch. We don't want any more
shooting that we've had till we begin business
in the morning."

Count Valdemar saw that he was covered, and
he didn't like the look of the hard, steady grey
eyes that looked at him, the long repeating
pistol. He took his hand, empty of his
pocket, clasped it with the left one of his
knees, and shrugged his shoulders. There was
nothing to be said, and so he kept something of
his dignity by holding his tongue, and the
President went on:

"Well, that's better. You keep your hands
where they are, and no harm will happen to you
just now; but don't you think, gentlemen, that
it would be better if Madame de Bourbon came
back with us into the Works, where she will be
safe, anyhow safer than she would be on one of
your ships, if you are still determined to fight
it out?"

"I am much obliged to you, Monsieur le
President," replied the old lady in her most
automatic manner, "but after what has hap-
pened and what I have seen I prefer to return
with my own people."

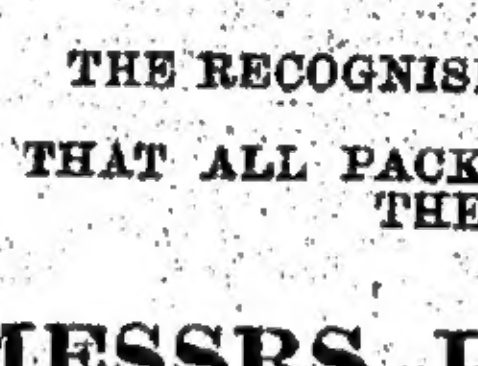
"I need not tell you, Count," replied Admiral
Nazanoff, "as a Russian to a Russian, that orders
are orders, and mine are to take those works or
destroy them. I admit that what we saw to-night
was very wonderful and very terrible, but when
Holy Russia says 'Go and do' then we must go
and do it. The Little Father has no for-
givances for failure, that in Russia is the one
unpardonable fault. Our guns will open at
six in the morning. That man will take his
chance with the rest of our men."

"And," said Admiral Dumont, "even if we
cannot take the works and use them, we may
destroy them, and so rid the world of this
distasteful commercial tyranny which would
make war a matter of poll-tax. We shall
now let us go and see that everything is ready.
Admiral Nazanoff, I believe you are my senior
in service, it will therefore be yours to fire the
shot. The *Caimes* shall fire the second."

"And I shall ask you, Admiral," said the
Count to Nazanoff, "as a personal favour, and
also, as I will say frankly, a matter of personal
vengeance, to be allowed to fire that first gun."
My dear Count," replied the Admiral, "with
the greatest pleasure. It shall be laid by the
best gunner on board the *Terre*, and your hand
shall send the shot home into the vitals of those
scoundrel works. If we would only manage to
drop a hundred-pound mortar shell into
the right place it would do a great deal."

(To be continued.)

"DARTING"
'LANOLINE'
Natural Toilet Preparations.



"DARTING" TOILET "LANOLINE" in small
and large collapsible tubes. Makes rough skins smooth
and protects delicate complexions from the effects
of wind and sun.
"DARTING" "LANOLINE" TOILET SOAP is un-
equalled for cleansing and keeping the skin supple.
It never irritates.
Wholesale: 67, Holborn Viaduct, E.C.

D. G. GEORGACOPULO'S

IMPORTED EGYPTIAN CIGARETTES.

THE RECOGNISED LEADING CIGARETTE. MADE IN CAIRO.

SEE THAT ALL PACKETS BEAR THE EGYPTIAN GOVERNMENT STAMP

THE ONLY GUARANTEE OF ORIGIN.

SOLE IMPORTERS—

MESSRS. LANE, CRAWFORD & CO.

HONGKONG.

[2592-2]

JAPAN

COALS.

MITSUI BUSSAN KAISHA

MITSUI & CO.

HEAD OFFICE—43, BAKAMOTO-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,

Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,

Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki,

Kuchino, Sasebo, Matsuyama, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.G. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State

Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail

and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tanaka, Yamada and Ida Coal Mines; and

SOLE AGENTS for Hokoku, Honjo, Tokaiura, Kanada, Kishima, Mamada, Manasawa, Onoura,

Otauji, Sasahara, Tanakura, Yoshinaka, Yoshio, Yanokura, and other Coal-

mines. N. INUZUKA, Manager, Hongkong.

[13]

NOTICE.

We have this day been appointed

AGENTS FOR HONGKONG

for the

TAIWAN STONE AND SHELL LIME

FACTORY, MACAU.

These Limes have been tested by experts, and

found to be SUPERIOR TO ANY OTHER FOUND

IN CHINA. All houses should be lime-washed

with this Lime. It gives an odour of freshness

and kills vermin. It is a decided check on

pagans and other pestiferous diseases, and it is

invaluable for building purposes, having been

tested and found to give 60 to 70 lbs. to the

square inch breaking strength.

Orders will be received and testimonials can

be seen and prices quoted on application to—

C. E. WARREN & CO.,

30, Des Voeux Road Central.

Hongkong, 16th June, 1902. [1697]

SUN SOY LUNG & CO.

PRESERVERS OF GINGER and all

kinds of FRUITS. Export Orders

promptly attended to.

No. 12, DES VOEUX ROAD WEST.

Hongkong, 26th June, 1902. [1726]

CARTRIDGES!

JUST LANDED A NEW STOCK OF

ELEY'S AND KYNOC'S SPORTING

CARTRIDGES AND NEWCASTLE

CHILLED SHOT.

20 BORE CARTRIDGES

16 " "

12 " "

8 " "

WM. SCHMIDT & CO.

Gunnmakers, Hongkong.

[15]

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS IN 2 SECONDS

SIEMSEN & CO

Hongkong, 3rd January, 1901. [15]

A NEW MAGAZINE

(To be Published Quarterly).

"THE EAST OF ASIA."

JUST ISSUED.

CONTAINING Articles of Special Interest,

Profusely Illustrated, Descriptive of the

People, Customs, &c., of the Far East.

Price

At Messrs. KELLY & WILSON, LD.,

Hongkong, 6th March, 1902. [719]

NOTICES OF FIRMS.

OSAKA SHOSHEN KAISHA.

THE Undersigned have been appointed

AGENTS for the Company in Canton.

ROBERT BROCKELMANN & CO.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong B, midway between Hongkong and Kowloon C, and those vessels berthed at the Kowloon Wharf D, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SHIP	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On 2nd August, at Noon.
MARSEILLES & LONDON	MALACCA	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON, via SUEZ CANAL	BENLAWERS	Brit. str.	—	Bee	GIBB, LIVINGSTON & CO.	On or about 31st inst.
LONDON, via SUEZ CANAL	ULSTER	Brit. str.	—	R. Webster	McGREGOR BROS. & CO.	On 5th August.
LONDON & ANTWERP	ULSTER	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 19th August.
LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd September.
LIVERPOOL DIRECT	DANDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th September.
MARSEILLES, LONDON, & ANTWERP, &c.	PIRELLUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd September.
MARSEILLES, &c. via PORTS OF CALL	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
BALBOIN, via PORTS OF CALL	ANNAM	Fr. str.	—	Seller	GIBB, LIVINGSTON & CO.	On 28th inst., at 1 P.M.
HAVRE & HAMBURG	SACHSEN	Ger. str.	—	W. Franke	MELCHERS & CO.	To-day, at Noon.
HAVRE & HAMBURG	SILEBIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG	AMERICA	Ger. str.	2 m.	—	HAMBURG-AMERIKA LINIE	On 14th August.
HAVRE & HAMBURG	C. F. F. LARRE	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 28th August.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	—	von Dohren	HAMBURG-AMERIKA LINIE	On 24th September.
HAVRE & HAMBURG	PERIBURGO	Ger. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 8th October.
TRIESTE, &c. via SINGAPORE, &c.	TIBOL	Aus. str.	2 m.	von Breilfeld	SANDER, WIELER & CO.	On 28th inst., P.M.
TRIESTE, &c. via SINGAPORE, &c.	CHINA	Aus. str.	2 m.	Morea	SANDER, WIELER & CO.	On 31st inst.
NEW YORK via PORTS & SUEZ CANAL	ATHOL	Brit. str.	2 m.	—	DODWELL & CO. LIMITED	On 15th August.
NEW YORK via SUEZ CANAL	INDRAMATO	Brit. str.	—	Thompson	JARDINE, MATHESON & CO.	On 31st inst.
NEW YORK via SUEZ CANAL	BENGLEUCH	Brit. str.	—	Thompson	REUTHE, BROCKELMANN & CO.	Quick despatch.
NEW YORK	COMET	Brit. str.	2 m.	Davis	CARLWITTS & CO.	On 28th inst.
NEW YORK	VERONA	Brit. str.	—	—	SHAW, TOMES & CO.	On or about 15th August.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	—	H. Mowatt	CANADIAN PACIFIC R. CO.	On 26th inst.
VANCOUVER, via SHANGHAI, &c.	ATHEAN	Brit. str.	2 m.	H. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 6th August, at Noon.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via JAPAN	TOKA MARU	Jap. str.	—	J. S. Cox	DODWELL & CO. LIMITED	On 2nd August.
VICTORIA (B.C.) & SEATTLE via JAPAN	DOKE OF FIFE	Jap. str.	4 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 11th August.
VICTORIA (B.C.) & SEATTLE via JAPAN	KAGA MARU	Jap. str.	—	—	DODWELL & CO. LIMITED	On 13th September.
VICTORIA (B.C.) & SEATTLE via JAPAN	HYADES	Brit. str.	—	Craven	PORTLAND & ASIATIC S.S. CO.	On 26th inst.
VICTORIA (B.C.) & SEATTLE via JAPAN	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 29th inst.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	2 m.	—	NIPPON YUSEN KAISHA	On 2nd August, at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	Schuy	GIBB, LIVINGSTON & CO.	On 14th August, at Noon.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	To-day.
MOJI, KOBE & YOKOHAMA	TAIYUAN	Brit. str.	2 m.	—	NIPPON YUSEN KAISHA	On 1st August, at Daylight.
MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MOJI, KOBE & YOKOHAMA	KAGA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
MOJI, KOBE & YOKOHAMA	NANCHANG	Brit. str.	—	Stein	SIEMENS & CO.	To-morrow, at 4 P.M.
MOJI, KOBE & YOKOHAMA	KOWLOON	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 26th inst.
MOJI, KOBE & YOKOHAMA	WHAMPOA	Brit. str.	2 m.	—	P. & O. S. N. Co.	On or about 26th inst.
MOJI, KOBE & YOKOHAMA	CANTON	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On or about 1st August.
MOJI, KOBE & YOKOHAMA	CHUAN	Brit. str.	—	—	MELCHERS & CO.	On or about 27th inst.
MOJI, KOBE & YOKOHAMA	POLYNESIAN	Fr. str.	—	Chevalier	MELCHERS & CO.	Quick despatch.
MOJI, KOBE & YOKOHAMA	BAIRN	Ger. str.	—	T. Kitan	MIYU BUSHAN KAISHA	On 27th inst.
MOJI, KOBE & YOKOHAMA	DAIGO MARU	Jap. str.	1 m.	G. Sakano	MIYU BUSHAN KAISHA	On 30th inst.
MOJI, KOBE & YOKOHAMA	ASANO MARU	Jap. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
MOJI, KOBE & YOKOHAMA	KIKIANG	Brit. str.	2 m.	—	MIYU BUSHAN KAISHA	On 6th August.
MOJI, KOBE & YOKOHAMA	MAIDEN MARU	Jap. str.	1 m.	—	DOUGLAS LARBAKE & CO.	On 25th inst., at Noon.
MOJI, KOBE & YOKOHAMA	MAIDEN	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 29th inst.
MOJI, KOBE & YOKOHAMA	KAIFONG	Brit. str.	2 m.	G. S. Weigall	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
MOJI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	2 m.	Tate	MIYU BUSHAN KAISHA	On 25th inst., at Noon.
MOJI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.	—	SHAW, TOMES & CO.	On 15th inst., at 4 P.M.
MOJI, KOBE & YOKOHAMA	BUL	Brit. str.	—	E. J. Butler	JARDINE, MATHESON & CO.	On 25th inst., at 3 P.M.
MOJI, KOBE & YOKOHAMA	KUMSANG	Brit. str.	2 m.	—	P. & O. S. N. Co.	On or about 30th inst.
MOJI, KOBE & YOKOHAMA	PEKIN	Brit. str.	—	—	—	—

SHIPPING.

ARRIVALS.
July 21, ROSETTA MARU, Japanese str., 2,402, N. Tuto, Manila 19th July, General.
July 21, UGURA, British str., 3,450, J. W. Livingstone, Taku 10th July, Government Stores—ADMIRALTY.
July 22, CHUAN, British str., 1,412, T. Arthur, Tientsin 6th July, Newchwang 14th and Chafco 15th, Bams and Oil—JARDINE, MATHESON & CO.
July 22, HANS MEINZEL, German str., 1,694, K. Auer, Hongkong 10th July, Coal—EAST ASIATIC STEAMING CO.
July 22, KAGURA, Japanese str., 3,368, H. Steiner, Melbourne 12th July, General—NIPPON YUSEN KAISHA.
July 22, MARIE JERSEN, German str., 1,771, P. Heumert, Shanghai 11th July, Sugar—JERSEN & CO.
July 22, SACHSEN, German str., 3,118, W. Franke, Yokohama 12th July, Mails and General—MELCHERS & CO.
July 22, SARP, Don, British str., 2,022, J. Grier, Foochow 24th July, General—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.
22nd July.
Claveria, British str., for Moji.
Alco, German str., for Hongkong.
Huangang, British str., for Swatow.
Kaukang, British str., for Swatow.
Lightning, British str., for Singapore.
Rajapur, German str., for Swatow.
Richmond Castle, British str., for Shanghai.
Rosa, American str., for Manila.
Sarpodon, British str., for Singapore.

DEPARTURES.

22nd July.
CITY OF PEKING, Amr. str., for San Francisco.
CLAYTON, British str., for Tacoma.
ELBA, German str., for Hongkong.
HANGANG, British str., for Swatow.
HIPANO, British str., for Canton.
ISDUMI MARU, Japanese str., for Kobe.
KAWAGUCHI, British str., for Tientsin.
LIGHTNING, British str., for Calcutta.
L. TAI, German str., for Bangkok.
LYEBOON, German str., for Canton.
Nusa, British str., for Moji.
POPLAR BRANCH, British str., for Manila.
RADNOSHI, British str., for Singapore.
RAJAPUR, German str., for Bangkok.
SARPA, Norwegian str., for Kobe.
SITHON, German str., for Yokohama.
SKARPSNO, Norwegian str., for Saigon.
THALES, British str., for Swatow.

VESSELS IN DOCK.

22nd July.
At the Harbour Master's Office.
Kowloon Docks—H.M.S. Wicern, Dymone, Taiyuan, Zafiro, Solent, Michael Jackson, Havel, Havel.
COSMOPOLITAN DOCK—

SHIPPING REPORTS.

The British steamer Sarpodon, from Foochow 20th July, had fresh S.W. wind and fine weather.
The Japanese steamer Kaga Maru, from Melbourne 25th June, had very calm weather throughout.
The British steamer Chuan, from Chefoo 15th July, had strong southerly winds and S.W. swell to Hatten 1 land, from thence moderate S.W. winds and the weather to port—Baw wreck of str. King, on S.E. end of Namoi Island, all submerged except fore part.

VESSELS PASSED ANJER.

July 30, Amr. ship, Benjamin Seewell, Swell, from Fremantle for Singapore.
June 30, British str., Algonia, Manchester, from New York for Amr.
June 30, British str., Windfield, Gulborne, from Knapstad for Batavia.
July 2, British str., Beechley, Young, from Delagoa Bay for Amr.
July 2, Dutch str., Coratone, Le Clercq, July 2, from Batavia for Rotterdam.

July 3, British str., Langbank, for Banjoewang.
July 1, British 4-m. bark, Nile, Symons, May 10, from Knapstad for Amr.
July 5, British str., Ederton, for Batavia.
July 6, British ship, Kelt, Hughes, April 3, from New York for Hongkong.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"LOONGSANG."
Captain G. S. Weigall, will be despatched as above TO-MORROW, the 24th inst., at 4 P.M.
This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 21st July, 1902. [1905]

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship
"BAYERN."
OF THE NORDDEUTSCHER LLOYD.
Captain H. Blocker, due here with the outward German Mail about the 2nd inst., will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 22nd July, 1902. [5]

TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)
REGULAR SERVICE BETWEEN
HONGKONG AND MANILA.
THE Company's well-known Steamship
"ROSETTA MARU."
8,500 Tons.
Captain Tate, will be despatched for MANILA on FRIDAY, the 25th inst., at Noon.
Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.
For Freight or Passage, apply to
THE MIYU BUSHAN KAISHA.
Agents.
Prince's Buildings, Ice House Street.
Hongkong, 22nd July, 1902. [18]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY.
(In close connection with the Company's accelerated line to Trieste).
THE Company's Steamship
"TIROL."
Captain von Breilfeld, will be despatched as above on TUESDAY, the 26th inst., P.M.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 22nd July, 1902. [3]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
KASUGA MARU NAGASAKI, KOBE and YOKO. FRIDAY, 25th July.
H. Fraser HAMA at NOON.
KAWACHI MARU MARSEILLES, LONDON and ANTOWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. SATURDAY, 26th July, at DAYLIGHT.
J. S. Thompson
TOKA MARU VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA. MONDAY, 28th July, at 4 P.M.
H. Christiansen
HAKATA MARU KOBE and YOKOHAMA. FRIDAY, 1st August, at DAYLIGHT.
F. L. Sommer
YAWATA MARU SYDNEY and MELBOURNE via THURSDAY ISLAND. SATURDAY, 2nd August, at NOON.
A. E. Moss
KAGA MARU VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA. MONDAY, 11th August, at 4 P.M.
J. W. Ekstrand
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager. [9]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
R.M.S. "ATHENIAN" SAILING SATURDAY, 26th July.
R.M.S. "EMPEROR OF CHINA" SAILING WEDNESDAY, 6th Aug.
R.M.S. "EMPEROR OF INDIA" SAILING WEDNESDAY, 27th Aug.
R.M.S. "TARTAR" SAILING WEDNESDAY, 10th Sept.
R.M.S. "EMPEROR OF JAPAN" SAILING WEDNESDAY, 24th Sept.
The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leaves daily and crosses the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Service, and to European Officials in the Service of China and Japan Government.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA AND JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.
In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.
The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Foster's Street.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.
OSTASIATISCHER FAHRTAMPFER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.
PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
SILEBIA HAVRE and HAMBURG On 30th July. Freight and Passengers.
AMBRIA HAVRE and HAMBURG On 14th Aug. Freight.
C. FERD. LAEISZ HAVRE and HAMBURG On 28th Aug. Freight.
Capt. Fuchs HAVRE and HAMBURG On 23rd September.
KONIGSBERG HAVRE and HAMBURG On 10th Sept. Freight and Passengers.
Capt. Meyer HAVRE and HAMBURG On 24th Sept. Freight.
ANDALUSIA HAVRE and HAMBURG On 8th Oct. Freight.
Capt. von Dohren HAVRE and HAMBURG On 8th Oct. Freight.
FRIEDBURG HAVRE and HAMBURG On 8th Oct. Freight.
Capt. Prisch HAVRE and HAMBURG On 8th Oct. Freight.
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.
191
PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
FOR MARSEILLES and MALACCA, No. 25th, July, Freight or Passage.
LONDON A. F. Street July Freight or Passage.
SHANGHAI CANTON About 26th, July Freight or Passage.
SINGAPORE and PENANG C. F. Lockstone, R.N.R. July Freight only.
BOMBAY W. B. Palmer July Freight only.
SHANGHAI CHUAN About 1st, August Freight or Passage.
C. L. Daniel August Freight or Passage.
LONDON, &c. VALETTA Noon, 2nd, August See Special Advertisement.
A. G. Cubitt, R.N.R. August See Special Advertisement.
Calling at Penang and Colombo if sufficient inducement offers.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 21st July, 1902.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI.
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C. AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.
Steamer. Tons. Captain. Proposed Sailing.
DUKE OF FIFE 3,921 J. S. Cox August 2nd
VICTORIA 3,502 J. Panton August 9th
TACOMA 2,811 A. Dixon August 23rd

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
HONGKONG TO LONDON, 432.
Excellent accommodation. First-class Table. Doctor and STEWARDESSES carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
HONGKONG TO NEW YORK, 448.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park and other scenic spots.
HONGKONG TO VICTORIA AND TACOMA, 235.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to Denver and St. Michael.
Rates of Passage to other Points on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED,
General Agents.
Hongkong, 14th July, 1902. [7]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUERZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, HALIFAX, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. SAILING DATES.
SACHSEN WEDNESDAY, 26th July.
KIAUSCHOU THURSDAY, 27th July.
BAYERN THURSDAY, 28th July.
KONIG ALBERT THURSDAY, 29th July.
PRINZESS IRENE THURSDAY, 30th July.
PRINZ REGENT LUITPOLD WEDNESDAY, 1st August.
PREUSSEN WEDNESDAY, 2nd August.
HAMBURG WEDNESDAY, 3rd August.
SACHSEN WEDNESDAY, 4th August.
KARLSRUHE WEDNESDAY, 5th August.
KIAUSCHOU WEDNESDAY, 6th August.
BAYERN WEDNESDAY, 7th August.
KONIG ALBERT WEDNESDAY, 8th August.
PRINZESS IRENE WEDNESDAY, 9th August.
PRINZESS IRENE WEDNESDAY, 10th August.
PREUSSEN WEDNESDAY, 11th August.
HAMBURG WEDNESDAY, 12th August.
Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 23rd day of July, 1902, at Noon, the Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, Captain W. Franke, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES, GENOA, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
Shipping Orders will be granted till Noon on MONDAY, the 21st July. Cargo and Bills will be received on Board until 5 P.M. on THURSDAY, the 25th July, and Passengers will be received at the Agency's Office until Noon on THURSDAY, the 25th July.
Contents of Packages are required. No Parcel Receipts will be issued for less than 50 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.
For further Particulars apply to
MELCHERS & CO. AGENTS.
Hongkong, 19th July, 1902.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK via SUEZ CANAL.
THE Steamship
"ASAMA."
Captain F. P. Bement, will be despatched for the above port on or about the 15th August.
To be followed by s.s. "AFTON" on or about the 15th September.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 8th July, 1902. [1909]

NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STRAIT NAVIGATION CO.'s fortnightly service between SINGAPORE, CALCUTTA, and COLOMBO, and further particulars, For Freight and further particulars, apply to
DODWELL & CO. LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1902.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ANTENOR"	On 31st July.		
GLASGOW and LIVERPOOL	"DARDANUS"	On 31st August.		
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 14th August.		
GLASGOW and LIVERPOOL	"PYRHEUS"	On 24th August.		
GLASGOW and LIVERPOOL	"DIOMED"	On 28th August.		
GLASGOW and LIVERPOOL	"JASON"	On 3rd September.		

FROM	HOMEWARDS	STEAMERS	TO	DATE
LONDON	"ULYSSES"	On 5th August.		
LONDON and ANTWERP	"TELEMACHUS"	On 19th August.		
LONDON	"ANTENOR"	On 2nd September.		
LONDON	"DARDANUS"	On 16th September.		
LIVERPOOL DIRECT	"PYRHEUS"	On 20th September.		

Butterfield & Swire, Agents, O.S.S. Co.
Hongkong, 15th July, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
MOJI, KOBE and YOKOHAMA	"TSINAN"	On 23rd July.	
SHANGHAI	"WHAMPOA"	On 26th July.	
AMOI	"KIUKIANG"	On 28th July.	
TIENTSIN	"NANCHANG"	On 29th July.	
CEBU and ILOILO	"KAIKONG"	On 29th July.	

Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne and Adelaide.
* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 21st July, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, VIA SWATOW	"DAIGI MARU"	SUNDAY, 27th July.
AND AMOI	"DAIGI MARU"	SUNDAY, 3rd August.
TAMSAI, VIA SWATOW	"T. OGA"	August.
AND AMOI	"ANPING MARU"	WEDNESDAY, 30th July.
FOOCHOW, VIA SWATOW	"G. SAKAO"	July.
AND AMOI	"MAIZURU MARU"	WEDNESDAY, 6th August.
ANPING, VIA SWATOW	"T. SAITO"	August.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamai to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage, and further information, apply to—

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st July, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR PORTLAND, OREGON.

STEAMSHIP	TONS	CAPTAIN	HONGKONG
INDRAVALLI	3,152	Craven	July 24, 1902
INDEAPURAI	3,152	Hollingsworth	Aug. 13, 1902
INDASAMBA	3,152	Hollingsworth	Sept. 13, 1902

Through Bills of Lading issued for Passengers and all Eastern, Canadian and United States Ports. For further information, apply to the Agents.

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 29th July, 1902, at the Company's Steamship "ANNAM," Captain Sauter, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES, via Paris, Calcutta, without transshipment.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Passengers until 3 P.M., on the 27th July. (Passengers are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.
G. DE CHAMPEAUX, Agent.

Hongkong, 16th July, 1902.

FOR NEW YORK

THE "COMET," Captain Davis, is now loading for the above port, and will have quick despatch.

For Freight, apply to—
REUTER, BROCKELMANN & CO., Hongkong, 25th June, 1902.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during its stay in Hongkong Harbour.

ANOLPH OFFICE, Amr. Mar. S. Amersbury.
Standard Oil Co.
Atlas, American ship, McKay, Standard Oil Co.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI"

Captain P. W. Almond, will be despatched for the above port on SATURDAY, the 26th inst., at 4 P.M.

Highest-class Passenger Steamers. High-powered, newest and most up-to-date on the run. All Accommodation amphibious. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to—
SHEWAN, TOMES & CO., General Managers.

Hongkong, 22nd July, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.

THE Company's Steamship

"POLYNESIE"

Captain Chevalier, will be despatched for the above port on or about SUNDAY, the 27th inst.

G. DE CHAMPEAUX, Agent.

Hongkong, 22nd July, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE

VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TAIYUAN" leaves on 24th July.

"TSINAN" " " 23rd August.

"CHANGSHA" " " 2nd September.

"CHINGTU" " " 25th " "

Superior accommodation and facilities. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 21st July, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY CARGO AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902.

"ATHOLL" About 31st July.

"LENNOX" " " 14th Aug.

"HEATHBURN" " " 21st Aug.

"RICHMOND CASTLE" " " 7th Sept.

"AFRIDI" " " 20th Sept.

"HILGLEN" " " 30th Sept.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 15th July, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA,"

Captain A. G. Cubitt, R.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 2nd August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 21st July, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR RUMI and TRIESTE

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRATIC PORTS.)

THE Company's Steamship

"CHINA"

Captain Vesce, will be despatched as above on SATURDAY, the 16th of August, P.M.

This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight apply to—

SANDER, WIELE & CO., Agents.

Hongkong, 22nd July, 1902.

"GLEN" LINE OF STEAMSHIPS

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENUTRETT"

Captain B. Webster, will be despatched as above on SATURDAY, the 16th August.

For Freight, apply to—

MCGREGOR BROS. & GOW, Agents.

Hongkong, 22nd July, 1902.

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA MOJI, KOBE and YOKOHAMA.

FOR

VICTORIA, B.C. and TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamship

"HYADES" Tons. 3,753 12th September.

"LYRA" 4,200 4th October.

"SHAWMUT" 9,606 23rd October.

"TREMONT" 9,606 17th December.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For Rates of Freight and further information, apply to—

DODWELL & CO., LTD., General Agents.

Hongkong, 21st July, 1902.

NOTICE TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, and MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 20th July, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "CLAYVERING"

FROM TACOMA, VICTORIA, VLADIVOSTOK, PORT ARTHUR & MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 17th July, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI and SHANGHAI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 19th July, 1902.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON and STRAITS.

THE Steamship

"GLENFARG"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 28th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and certificates of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & GOW, Agents.

Hongkong, 21st July, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG and SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 22nd inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 18th July, 1902.

FROM HAMBURG, COLOMBO, PENANG and SINGAPORE.

THE H.A.L. Steamship

"SITHONIA"

Captain Hildbrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 19th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 8 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Agents.

Hongkong, 21st July, 1902.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, where and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 8 P.M.

Consignees of Cargo will please take notice that before delivery can be obtained they must sign the Average Bond, which is lying at the Office of the undersigned, and pay a deposit of 2 per cent. on the net value of their Cargo for contribution to General Average.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 20th July, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex S.S. Australia.
From Australia, ex S.S. A. & C. India.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, the 17th inst.

Goods not cleared by the 24th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesday and Friday. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognized.

E. A. HEWITT, Superintendent.

Hongkong, 17th July, 1902.

COLD STORAGE.

THE Hongkong Ice Company, Ltd., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.

Wm. PABLANE, Manager.

Hongkong, 18th November, 1901.

QUAN WAH & CO.

GRANITE MERCHANT CONTRACTORS.

MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD, EAST.

Estimates, Designs & Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1901.

KOWLOON EXTENSION.

A NEW MAP of HONGKONG, KOWLOON and ADJACENT TERRITORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authentic Sources and Printed in Colours. Price 5s.

To be had at Messrs. KELLY & WALKER, LD. W.-BREWSTER & Co. or Daily Press Office.

Hongkong, 28th October, 1898.

DARLINGTON'S HANDBOOKS.

"Sir Henry Ponsonby is commended by the Queen to thank Mr. Darlington for a copy of his Handbook."

"Nothing better could be wished for."

